

STATE OF NEW HAMPSHIRE INTER-DEPARTMENT COMMUNICATION

From: Larry Keniston
Intermodal Facilities Engineer

Date: March 30, 2012 *last updated 20161025*

To: Christopher Morgan
Administrator, Bureau of Rail and Transit

Subject: Review of Milford-Brookline “Granite Town Rail Trail”

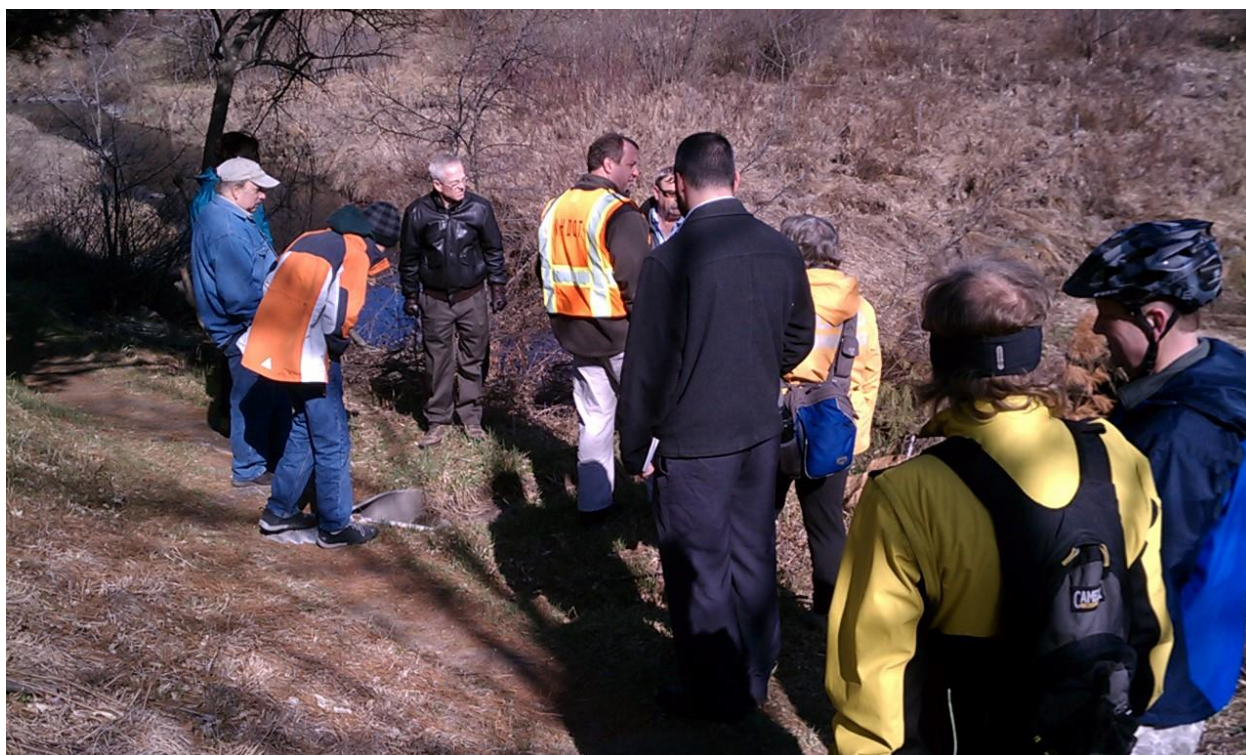
On March 30, 2012, Larry Keniston met with (pictured below left to right):
Mason Fraizer, Milford High School Freshman.
Fred Elkind, Milford Community Development Environmental Programs Coordinator.
Rob Halstead, Trail Steward.
Guy Scaife, Milford Town Administrator.
Rick Riendeau, Milford DPW Director.
Chris Costantino, Milford Conservation Commission and Review organizer
Rich Radwanski, Assistant District Engineer, NHDOT Maintenance District 5.
Joe Cote, Nashua Telegraph.
Audrey Fraizer, Milford Conservation Commission Chair.
Larry Kimball, Trail Builder (outside the picture).



Chris organized this meeting with NHDOT primarily to seek NHDOT approval for maintaining the 1000 feet of trail that is within the NH 101/NH 13 Limited Access Right-of Way. The above picture shows a portion of the trail perched on the highway fill slope. The slope has worn away over the 37 years since the construction of the highway interchange, reducing the quality and serviceability of the trail. The picture below shows a typical cross section of the rough narrow trail on the NH 101 slope.

This Report documents the findings along the Granite Town Rail Trail, first from Union Street South to Lake Potanipo, and then returns to Union Street to document findings from Union Street north to Milford Center.

This rough cross section leads to the tunnel under NH 101. The challenge to building a bench to accommodate a quality trail includes the brook to the north



A maintenance operation subsequent to the original NH 101 trail accommodation appears to have shortened this culvert. Rich Radwanski of NHDOT Maintenance District 5 agreed to restore and extend the culvert.



Above: Before improvements along the NH 101 north slope. (Looking west. The pedestrian culvert enters the slope to the left about 200 feet ahead.)

Below: After improvements by the Town late in 2012, Looking east at the same section of trail from just outside the culvert entrance.



South Portal of the 6.5 foot high by 5.75-foot wide by 126-foot long plate pipe arch pedestrian culvert. Late in 2012, the Town of Milford improved the trail connection to the South Portal.

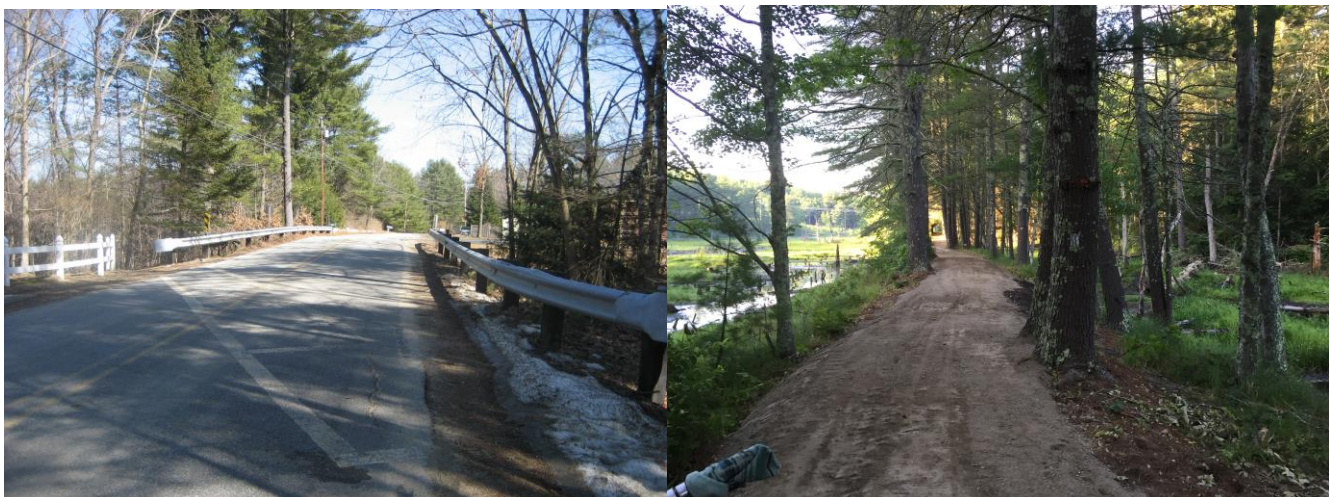


Continuing A quarter mile north of NH 101, a railroad bridge once spanned Armory Road but now the trail drops steeply to an at-grade crossing. The Granite Town Rail Trail's future agenda includes improvements to the crossing.

A quarter-mile south from Armory Road, cyclists detour the rail corridor and mount a steep hill through the woods around the Overlook Way, Leisure Way neighborhood. Chris hopes to partner with the Overlook Way, Leisure Way neighborhood toward the development of an on-street route that could allow trail users a more direct level route through the neighborhood to effectively re-connect a broken segment of the original rail corridor. The vision includes an easement to travel on the existing private streets in the Overlook Way/Leisure Way neighborhood, potentially enhancing both the rail trail the neighborhood.



Above: The trail detour around the Overlook Way, Leisure Way neighborhood is steep and rugged



Left: The trail creatively crosses Melendy Road. Milford requested a 2009 Round Transportation Enhancement grant (unsuccessful) for a tunnel beneath the Melendy Road crossing. One mile south of Melendy Road, the Town of Brookline has improved this trail section for recreation and active transportation.

Right: September 2016 View of trail improvements in Brookline, just south of the Milford Town Line.



Just south of Camp Tevya by Lake Potanipo, this covered bridge transports trail users across a brook. Just north of the bridge, Camp Tevya is private property and currently allows trail users passage along the former rail corridor during off – camp season, but passage is currently prohibited, unfortunately, during the summer camp season.

Looking west at the southerly Union Street trailhead, where Chris Costantino shared the vision of the Granite Town Rail Trail and Brookline Rail Trail. Trail improvements could better connect Brookline

and Milford Center and bring active transportation and recreation near the doorstep of many Milford and Brookline residents.



Looking east along Union Street. The Town of Milford has prioritized this innovative crossing of Union Street, which includes a crosswalk and guard rail breaks to allow trail passage.



Looking north from Union Street, the trail continues for a half-mile toward Milford Center. With property owner cooperation, trail leaders hope to extend the trail the entire 1.2 miles from Union Street to the Milford Oval.

cc:

Dave Rodrigue NHDOT Maintenance District 5

Chris Costantino, Milford Conservation Commission

Guy Scaife, Milford Town Administrator

Fred Elkind, Milford Community Development Environmental Programs Coordinator

Chris Gamache Department of Resources and Economic Development Trails Bureau

The Town of Milford website provides a map of the Granite Town Rail Trail at http://milfordnh.info/conservation/pdf_docs/trail_maps/map_trail_RR2pgs.pdf .

Google Maps interactive mapping by which the trail can be explored at [Granite Town Rail Trail Review](#) .